

What is claimed is:

1. A method for adjusting a contact force between two frictionally-engaged torque-transmitting components of a motor vehicle drive system, said method comprising the steps of: determining a preliminary adjusting value from a value of at least one operating parameter of the drive system; determining a regulator output value by comparing an actual value of an operating parameter with a target value of the operating parameter; and determining the contact force from a control variable that is a function of the preliminary adjusting value and the regulator output value.

2. A method in accordance with Claim 1, wherein the step of determining the regulator output value is only operative during quasi-static operating conditions of the drive system.

3. A method in accordance with Claim 1, wherein the preliminary adjusting value and the regulator output value are in direct relationship with the contact force.

4. A method in accordance with Claim 1, including the step of providing an adjusting value by adding together the preliminary adjusting value and the regulator output value.

5. A method in accordance with Claim 1, wherein the preliminary adjusting value is a function of a torque to be transferred.

6. A method in accordance with Claim 1, wherein one of the torque-transmitting components is an endless torque-transmitting means and another component is a pair of conical disks of a continuously variable transmission, and wherein the preliminary adjusting value is a function of the rotational speed of the pair of conical disks and the transmission ratio of the continuously variable transmission.

7. A method in accordance with Claim 5, wherein the preliminary adjusting value increases in magnitude with one of increasing torque, shorter transmission ratio, and smaller running radius of the endless torque-transmitting means in the first pair of conical disks.

8. A method in accordance with Claim 1, wherein the determination of the control variable includes a method by means of which the actual value of the operating parameter is determined by correlation with the change in a value affecting the value of the operating parameter.

9. A method in accordance with Claim 1, wherein a relationship between a modification of an input value and a dependent modification of the operating parameter used for the regulator output value is used to determine the preliminary adjusting value.

10. A method in accordance with Claim 1, wherein one of the torque-transmitting components is an endless torque-transmitting means and another

component is a conical disk pair of a continuously variable transmission, and a regulation difference is a function slippage between the components.

11. A method in accordance with Claim 10, wherein an additional value is supplied to the adjusting value when the slippage exceeds a threshold value.

12. A method in accordance with Claim 1, including the step of at least one additional component, calculated from a model of the drive train, is switched in to the control variable.

13. Apparatus for the regulation of a contact force between two frictionally engaged torque-transmitting components of a motor vehicle drive system, said apparatus comprising: sensors for the determination of operating parameters of the drive train, at least one actuator for adjustment of the contact force, and an electronic control unit that includes a microprocessor and a program and data storage unit.